


HOUGHTON ROAD

22nd Street to Valencia Road


OPEN HOUSE PRESENTATION

November 8, 2007




**CITY OF
TUCSON**

P S O M A S

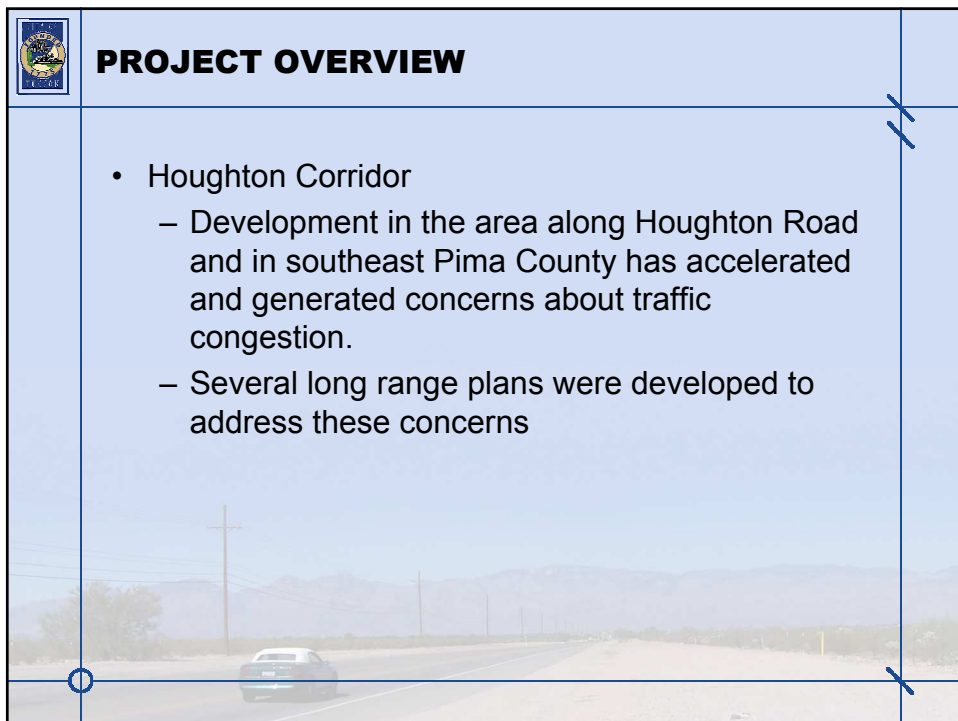


RTA
Regional
Transportation
Authority



PROJECT OVERVIEW

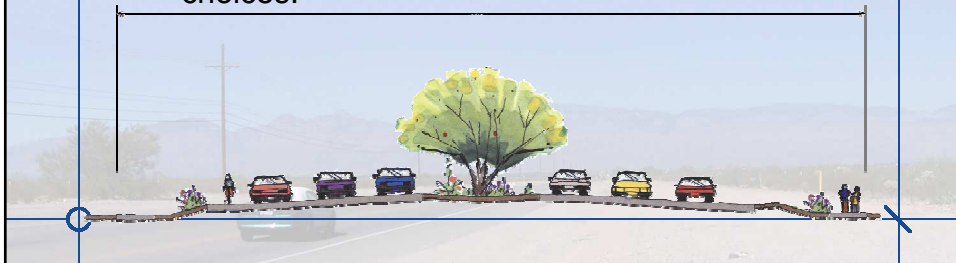
- Houghton Corridor
 - Development in the area along Houghton Road and in southeast Pima County has accelerated and generated concerns about traffic congestion.
 - Several long range plans were developed to address these concerns





HOUGHTON CORRIDOR

- The HAMP planned for areas south of Irvington
- ADOT's Houghton Corridor Study looked specifically at the transportation issues along the entire corridor.
- The RTA authorized funding for transportation needs
 - Improved cross-town mobility, reduce congestion, improved safety and more alternative mode choices.



CORRIDOR AREAS

- The Houghton Corridor improvements currently underway : I-10 to Speedway
- This area has been divided into three segments:
 - Southern Segment: I-10 to Valencia
 - Central Segment: Valencia to 22nd Street
 - Northern Segment: 22nd to Speedway





CURRENT WORK

- We are building on all the previous planning
- We are moving forward with design and construction of the 12 miles of roadway over the next 12 years
- As we mentioned at our last Open House, we are currently preparing a Design Concept Report and 30% design plans
 - This will be completed the first part of 2008
- you may have noticed surveying, geotechnical investigations and NPPO work



CENTRAL SEGMENT- 22ND St. to Valencia Rd.

What is planned:

- 6-lane roadway
- Median for access control
- Dual path "greenway" for pedestrians and bikes
- Improved intersections
- New bridge over Pantano wash
- Improved drainage
- Maintain desert feel with native landscaping



ACHIEVING THE PROJECT GOALS

- Improve cross-town mobility, reduce congestion, improve safety and more alternative mode choices.
 - Widen road to allow move vehicles to pass through the area
 - Add bike lanes, sidewalks, dual path greenway, and bus pullouts
 - Manage access to allow vehicles to pass through the area, but also access the developed land in the area.



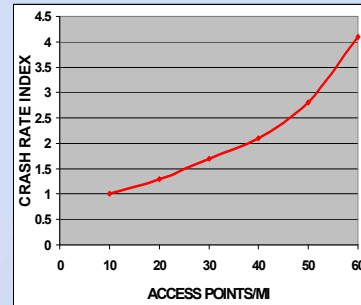
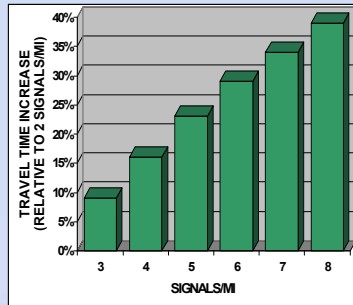
WHAT IS ACCESS MANAGEMENT?

- Balances the need for safety and mobility through the area with reasonable access to adjacent land uses
 - Freeway - moves lots of traffic through an area with few opportunities for access
 - Cul-de-Sac- unlimited access, but doesn't move traffic through the area very well
- Managing access improves travel times, road capacity and safety





ACCESS



- Corridor Access Goals
 - Signalized intersections every mile
 - Median openings every ½ mile



What We Presented at the June Open House

- Aerial photos showing existing roadway alignment
- Proposed cross sections for 4 and 6 lanes
- Current Traffic counts
- We collected comments from you...



June 2007 Open House Comments

- Most common comments:
- Build 6 lanes now
 - Will build ultimate (6-lane) facility instead of interim (4-lane) road
- Mitigate noise
 - Road will be paved with rubberized asphalt
- Need for pedestrian and bicycle facilities
 - Road will have multi-use lanes in each direction
 - Greenway (dual paths) on east side
 - Sidewalk on west side
 - Bus Pullouts for future bus service
- Access concerns
 - Most common: Austin Point, Civano, Mesquite Ranch, McGraw's, Secrist MS



June 2007 Open House Comments

- Construction timeline/phasing
 - Currently being evaluated
 - Will discuss at next open house
- Pedestrian improvements at Secrist
 - Met with school representatives
 - Agreed to provide pedestrian signal for students
 - Median opening for student drop-off
 - Improved bus circulation
- Property acquisition concerns
 - Goal is to minimize acquisitions
 - Preliminary alignment shown today is not taking any structures





June 2007 Open House Comments

- Bus pullouts
 - Pullouts included in preliminary alignment at major intersections, school
- Drainage concerns
 - Will eliminate all dip crossings
 - Increase the size of culverts to handle 100-yr. event
 - Some large culverts will accommodate wildlife



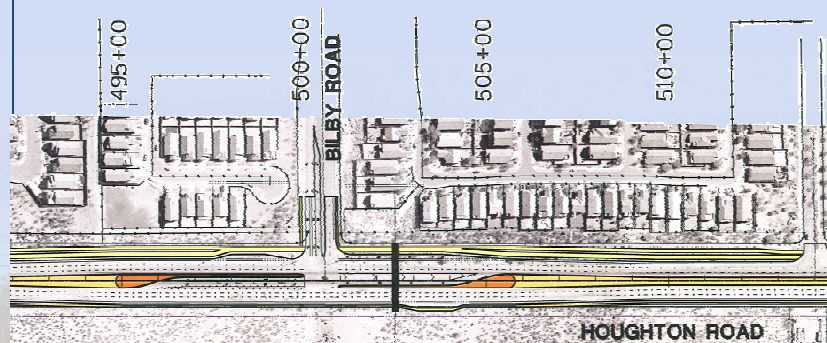
Additional information on comments received is on website:
www.houghtonroad.info



What we are presenting today

Three stations around the room with:

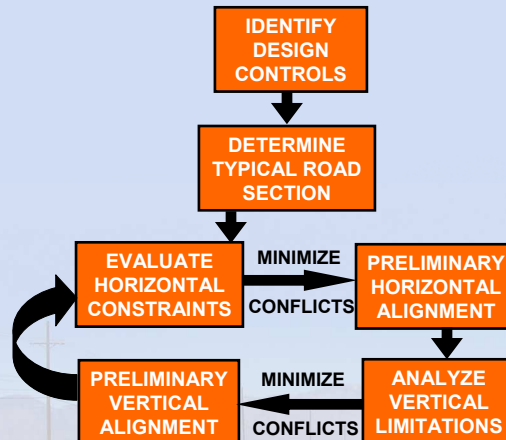
- Proposed Access Management
- Preliminary Alignment





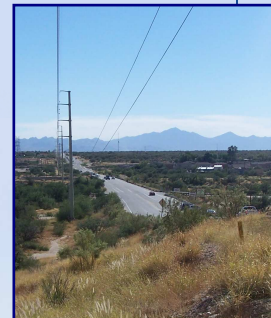
Preliminary Alignment

- Alignment design is an iterative process



Preliminary Alignment

- Major challenges in this segment:
- Available right of way
 - City owns 150 feet along most of the segment
- Utilities
 - Gas, telephone, water, electric
 - WAPA electric line
- Environmental issues/permitting
 - Pantano wash
- Drainage
 - Many existing culverts are undersized
- Topography
 - Hill north of Pantano will require retaining walls

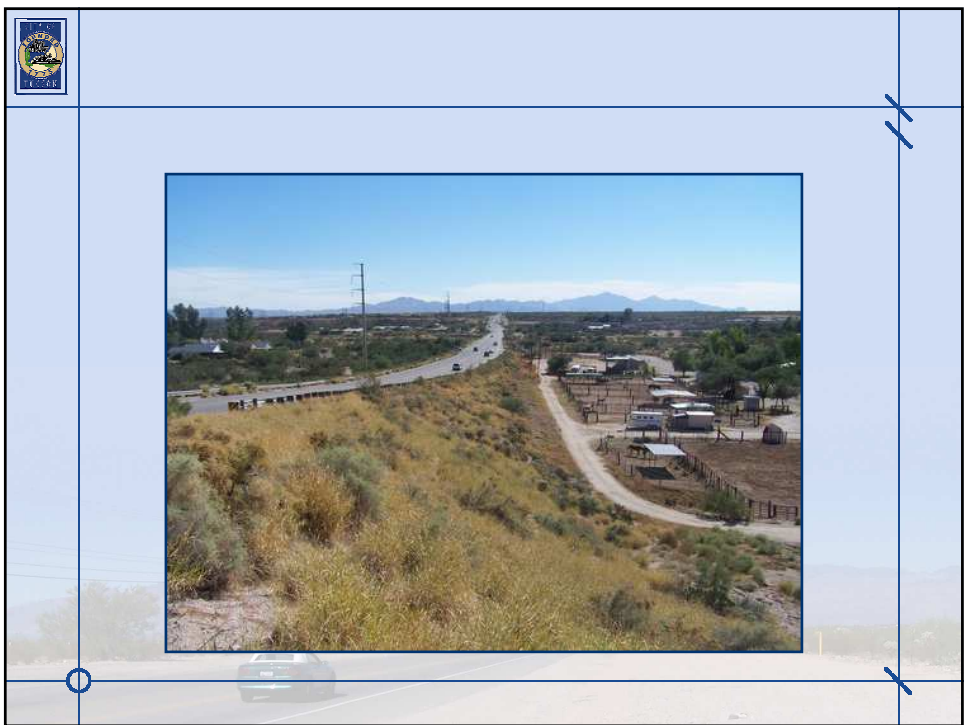
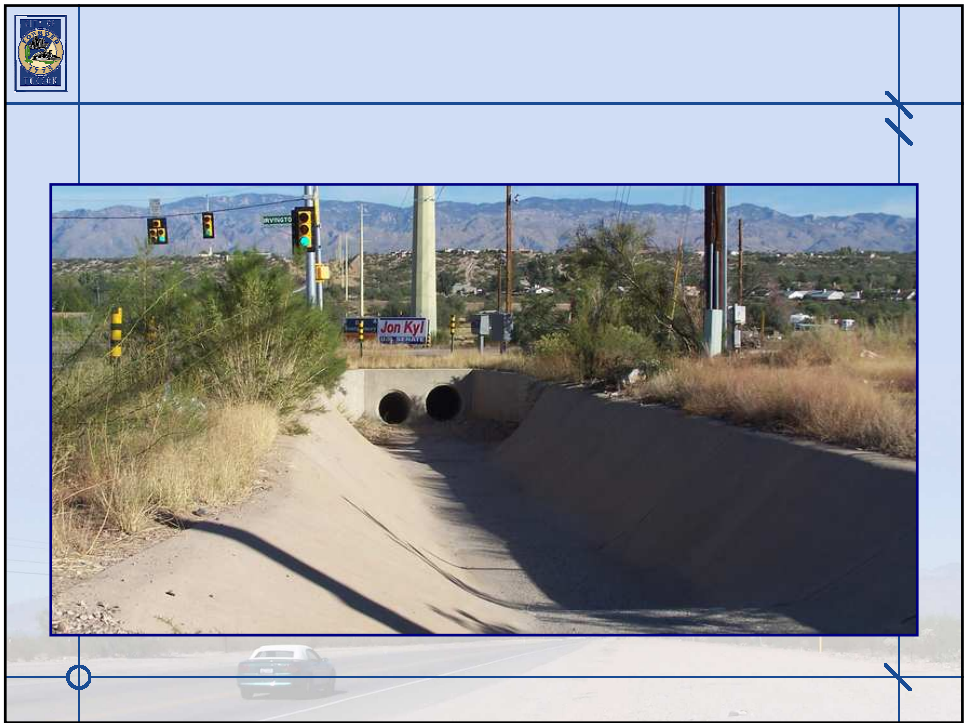


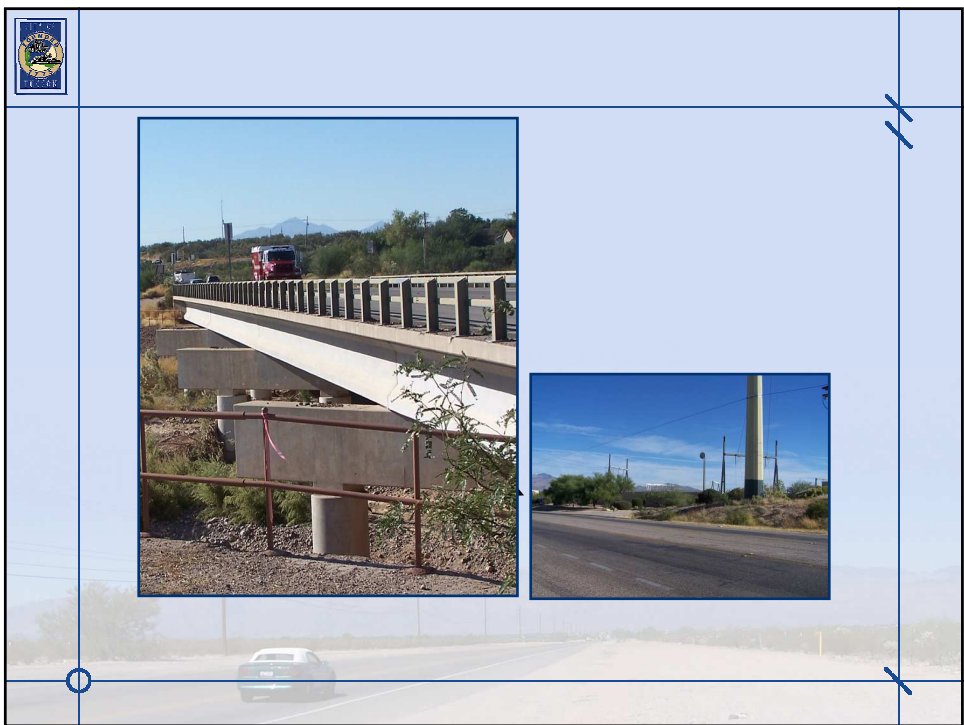
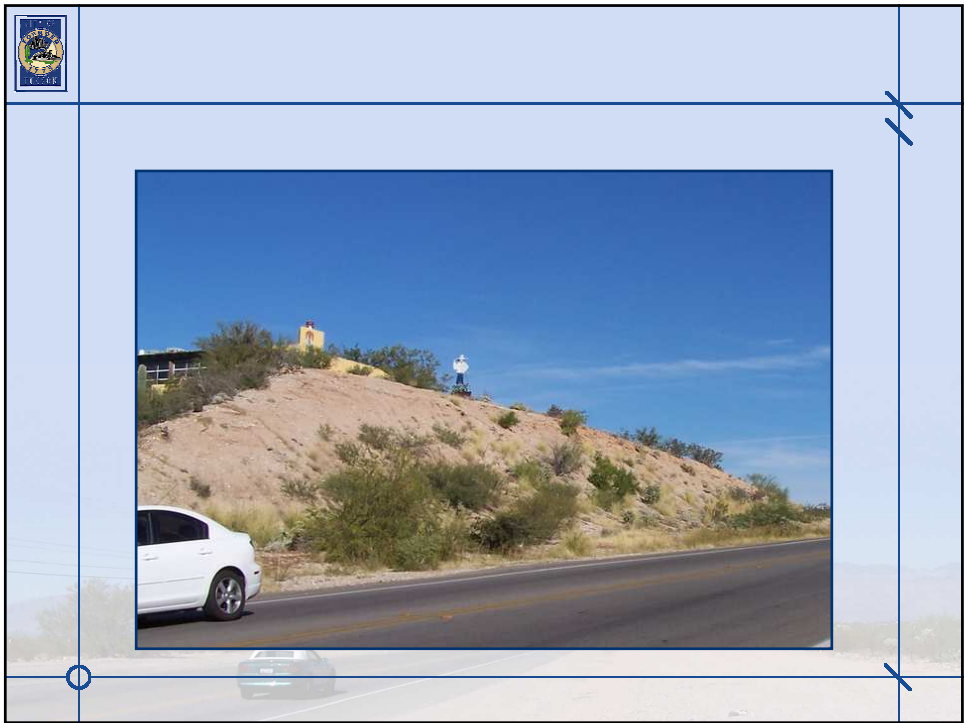


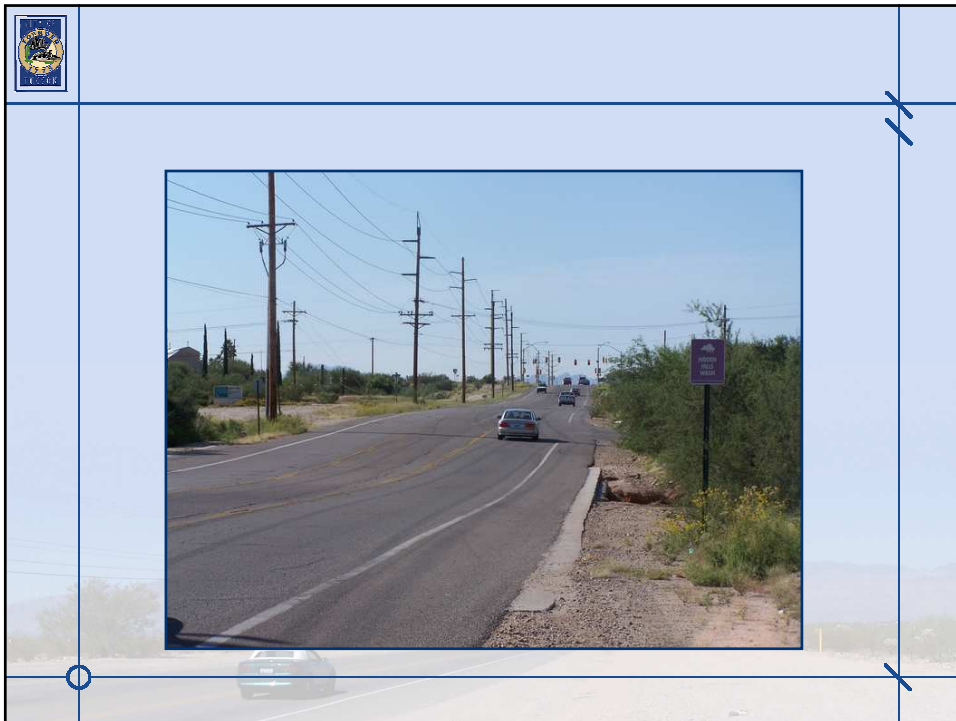
What's Next...

- Evaluate your comments from tonight
- Evaluate construction phasing based on:
 - Costs
 - Benefits
 - Schedule constraints (permitting, utility relocations)
- Next open house in Spring 2008
 - Refined alignment
 - Proposed construction phasing









Q&A

Please take a look around the room
Talk to team members

Find our Fact Sheets
Feel free to submit comments!

THANK YOU FOR COMING!